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Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
DESIGN KICK-OFF	Project Manager	Beginning of 1 phase						
PRE-LOG-IN REVIEW	Design	80% Plans						
ENVIRONMENTAL PS&E REVIEW	Environmental Coordinator	District PS&E Circulation						
IN-HOUSE PRECONSTRUCTION MEETING	Project Manager	Contract Award						
Transfer Resident Engineer Book	Project Engineer	Preconst Meeting						
PREJOB MEETING with CONTRACTOR	Construction	Beginning of Construction						
ENVIRONMENTAL COMPLIANCE REVIEW	Construction	Safety Review						
DESIGN FEATURES MEMORANDUM	Construction / Design	Post Construction						
NOISE	Env "C"							
construct a 3.05 meter (10 foot) wall on top of a 1.83 meter (6 foot) berm beginning approximately 400 meters (1312 feet) south of Carroll Canyon Road extending to the north 100 meters (328 feet).	RE/Env. C	Prior to opening new lanes						
construct a 2.44 meter (8 foot) to 3.05 meter (10 foot) wall be built that varies between the edge of shoulder and the right-of-way line. The barrier would be placed on the southbound (west) side of I-15 and extends from Carroll Canyon Road north for 740 meters (2460 feet).	RE/Env. C	Prior to opening new lanes						

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Construct a 3.05 to 4.27 meter (10 to 14 foot) high wall beginning approximately 100 meters (328 feet) south of Scripps Poway Parkway/Mercy Road on the wes of I-15 and would extend north over the Mercy Road overcrossing for a distance of approximately 1000 meters (3280 feet).	RE/Env. C	Prior to opening new lanes						
To balance earthwork, a 2.44 meter (8 foot) berm/wall combination is proposed on the southbound (west) side of I-15 beginning approximately 300 meters (984 feet) north of Carmel Mountain Road and ending approximately 600 meters (1968 feet) south of Camino del Norte. This berm will replace the existing berm that will be removed during construction	RE/Env. C	Prior to opening new lanes						
At the five locations containing severe noise impacts, install double-paned windows, acoustic wall insulation and ai conditioning to abate the severe noise impacts	RE/Env. C	Prior to opening new lanes						
WATER QUALITY								
Construct a 75 meter (246 foot) swale on the northbound outside shoulder at Peñasquitos Creek, a 120 meter (394 foot) swale on the southbound outside shoulder at Peñasquitos Creek	RE / NPDES	Construction						
Construct a 120 meter (394 foot) swale on the southbound outside shoulder at San Clemente Creek	RE / NPDES	Construction						

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Construct a 130 meter (426 foot) swale on the northbound outside shoulder at Lake Hodges	RE / NPDES	Construction						
Construct a 190 meter (623 foot) swale on the southbound outside shoulder at the San Clemente Creek	RE / NPDES	Construction						
Where an increase in paved surfaces leads to an increase in either total or peak runoff discharges, a thorough evaluation will be performed to determine if any impacts will result	NPDES	Construction						
If increased runoff will cause an increased potential for downstream impacts in the channels, the Departmen will consider modifications to channel lining materials including vegetation, geotextile mats, rock and rip rap	NPDES	Construction						
Perimeter control practices will be used to protect undisturbed areas from offsite runoff and to prevent sediment damage to areas below the project	RE / NPDES	Construction						
where needed, incorporate retention or detention facilities to reduce peak discharge	NPDES	Construction						
where needed, energy dissipation devices will be used at culvert outlets	RE / NPDES	Construction						
Use soil stabilizers on disturbed areas t reduce sediment loads	RE / NPDES	Construction						

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Spill containment and prevention contro measures must be implemented in accordance with the SWMP	RE / NPDES	Construction						
all runoff from Lake Hodges Bridge will be conveyed to a treatment device prior to discharging, therefore, no direct runoff will be discharged into Lake Hodges without treatment	RE / NPDES	Construction						
WETLAND AND WATERS	Env "B" / Stewardship							
Environmentally Sensitive Areas (to be avoided) and Limited Use Areas (to be only used temporarily for specific purposes) would be designated on design plans to prohibit work from extending into sensitive areas	R.E./ Biologist	All Phases of Construction						
ESA and LUA will be monitored by the project biologist during construction	Biologist	All Phases of Construction						
All work will be prohibited from extendin into areas designated as ESA	R.E./ Biologist	All Phases of Construction						
Retaining walls would be used to minimize the filling of wetlands	Biologist/ Design	All Phases of Construction						
Disposal sites for excess dirt would be located in non-sensitive areas	R.E./ Biologist	All Phases of Construction						
Designate all sensitive resources not directly impacted by the project as ESAs to avoid further impacts during construction	Biologist	All Phases of Construction						

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Impacts to wetlands would be mitigated through off site purchases and protection of wetlands currently under private ownership. It is proposed that temporary impacts be mitigated at a rati of 1:1 and permanent impacts at a ratio of 3:1	Biologist	Prior to Construction						
N/A								
WILDLIFE	Env "B"							
Construct bridge falsework with spaces large enough to allow passage of mule deer and other mammals	R.E./ Biologist	All Phases of Construction						
Leave no open trenches if work is not actively being performed in the immediate area	R.E./ Biologist	All Phases of Construction						
Shield lighting to minimize disruptions outside immediate work area	R.E./ Biologist	All Phases of Construction						
Have biological monitor on site to monitor corridors	R.E./ Biologist	All Phases of Construction						
ENDANGERED SPECIES	Env "B"							
Establishment of environmentally sensitive areas (ESA)	Project Manager/ Biologist	During Design						
Pile driving at Lake Hodges will occur outside vireo breeding season (March 15 through September 15)	Project Manager/ Biologist	During Design						

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When night work occurs lighting will be shielded and directed away from habitat	R.E./ Biologist	All Phases of Construction						
Purchase offsite mitigation for impacts to CSS habitat and gnatcatchers	Project Manager/ Biologist	During Design						
VISUAL	Landscape Architecture							
Noise barriers would consist of landscaped berms wherever possible. Landscaped berms are preferred for noise barriers.	PM /LA /RE	Design/ Construction						
In areas where the right-of-way is too narrow to accommodate a berm, a retaining wall may be used to avoid constructing a sound wall on top of the berm	PM /LA /RE	Design/ Construction						
Where berm/soundwall combinations are used, they would incorporate a berm with a 1:2 slope on the freeway side of that is 1.2 meters (4 feet) high (minimum).	PM /LA /RE	Design/ Construction						
In cases where berms are entirely unfeasible, sound walls should incorporate planting on both sides. In some cases, retaining walls may be needed to provide the required planting space on the freeway side of the wall	Project Manager /Landscape Architect	During Design						
Where right-of-way is too narrow to employ the configurations listed above, a safety barrier is required to be placed in front of the wall. A minimum 0.6 meter (2 feet.) wide planting area should be provided between the back of the barrier and the face of wall. Placing the sound wall on top of the barrier should be avoided where possible	Project Manager /Landscape Architect	During Design						

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In situations where noise receptors are located above the elevation of the freeway, noise walls located at the top of slope near the right-of-way line or on private property shall be used if feasible and reasonable	Project Manager /Landscape Architect	Design						
where the walls would block views from residences, transparent panels should be used to preserve those views.	Project Manager /Landscape Architect	Design/ Construction						
Noise walls will be designed to be visually compatible with the surrounding community. Architectural detailing such as pilasters, wall caps, interesting block patterns, and offset wall layouts will be used to add visual interest, reduce the apparent height of the walls, and to mee community design goals	Project Manager /Landscape Architect	During Design						
In areas where retaining walls must be placed close to the traveled way, space should be reserved between the wall an the safety barrier to include a 1.8 meters (6 feet) wide planting pocket.	Project Manager /Landscape Architect	During Design						
In situations where site conditions permit, retaining walls over 5 meters (16 feet) in height, the wall should be divide into two separate structures sufficiently	Project Manager /Landscape Architect	During Design						
Retaining walls should be located at mid slope wherever possible to provide a buffer area for landscape screening between the wall and the freeway	Project Manager /Landscape Architect	During Design						
Retaining walls that follow the contours of the topography and maintain a constant elevation at the top of wall shall be used where appropriate. This type of wall shall be visually compatible with surrounding terrain and provide room at the base for a landscape screening buffer.	Project Manager /Landscape Architect	Design/ Construction						

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Crib walls that utilize a stacking tray design should be used in place of Caltrans standard design crib walls wherever possible to provide a landscaped surface that will blend in with the surrounding landscape	Project Manager /Landscape Architect	During Design						
Architectural features, textures and colors shall be used, as determined by the District Landscape Architect, to mitigate the appearance of retaining wall surfaces. Walls shall incorporate architectural features such as pilasters and caps to provide shadow lines, provide relief from monolithic appearance, and reduce their apparent scale.	Project Manager /Landscape Architect	Design/ Construction						
Structure design shall be enhanced with architectural features and be consistent with corridor design themes developed by the District Landscape Architect	Project Manager /Landscape Architect	Design/ Construction						
Pedestrian lighting, widened sidewalks (1.8 meters-2.4 meters [5.9 feet- 7.9 feet]in width), bicycle lanes, and other urban amenities on local street portions of structures would be provided to be consistent with community values and goals	PM /LA /RE	Design/ Construction						
Slope paving at undercrossings would be enhanced with texture to deter graffiti.	PM /LA /RE	Design/ Construction						
See-through bridge rails such as the Type 80 rail (810 millimeters [32 inch] high concrete barrier with openings at bottom) would be used on the Lake Hodges and Green Valley Creek bridges	Project Manager /Landscape Architect	Design						

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The project shall receive landscaping that is consistent with the appearance of the adjacent community. In areas of the project that are characterized by ornamental landscaping, freeway landscaping that includes trees, shrubs, and groundcover should be installed. In less developed areas of the corridor, landscaping with trees and shrubs will be planted.	Project Manager /Landscape Architect	Design						
Existing median oleanders that are removed north of Citracado Parkway du to the project would be replaced by new oleanders of a medium sized variety planted in a raised bed of soil between two median barriers spaced a minimum of 2.0 meters (6.0 feet) apart.	PM /LA /RE	Design/ Construction						
Loss of shrubs and herbaceous ground cover in existing medians of split alignment would be mitigated by creatin a shrub planting area between median retaining walls and concrete barriers where the available width is of 2.0 meters (6.0 feet) or greater	PM /LA /RE	Design/ Construction						
In order to preserve desirable views and reduce the visual scale of the freeway facility, concrete median barriers shall be Type 60S (810 millimeter (32 inch) A shaped barrier) and Type 732 (810 millimeter (32 inch) bridge barrier).	Project Manager /Landscape Architect	Design						
Slopes shall be graded 1:2 or flatter to support planting and irrigation. Grading would utilize techniques such as slope rounding, slope sculpting, and variable gradients to approximate the appearanc of natural topography	PM /LA /RE	Design/ Construction						

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Lighting and signage attachments on structures would occur at pilasters or be incorporated in other architectural features.	PM /LA /RE	Design/ Construction						
Existing freeway lighting and signage design themes for the corridor would be continued.	Project Manager /Landscape Architect	Design						
Pedestrian lighting on all overcrossings would be uniform and conform to the corridor design theme.	Project Manager /Landscape Architect	Design						
Soffit lighting would be provided on all undercrossings with pedestrian facilities.	PM /LA /RE	Design/ Construction						
Where possible, electrical and signal equipment at ramp termini would be placed in visually unobtrusive locations.	PM /LA /RE	Design/ Construction						
Barrier transfer machine facilities visible from the freeway or local streets would be screened from view with walls and/or vegetation, with the exception of the temporary parking in the median near Centre City Parkway	Project Manager /Landscape Architect	Design						
Access control fencing shall be placed in visually unobtrusive locations of interchanges and bridges. It would be coated with black vinyl where appropriate	PM /LA /RE	Design/ Construction						
Retaining walls and sound walls near right-of-way boundaries would be placed in such a way that an additional access control fence will not be needed. The “dead” spaces that occur between walls and fences should be avoided if at all possible	Project Manager /Landscape Architect	Design						

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Concrete interceptor ditches shall not be placed at the toe of slopes adjacent to residential property or pedestrian use areas. Alternatives such as subterranean drainage placed below finish grade or a planted geo-reinforced drainage surface would be used	PM /LA /RE	Design/ Construction						
Concrete drainage devices located in non-landscaped areas would be colored to match the surrounding soil.	PM /LA /RE	Design/ Construction						
Soft surface alternatives to concrete ditches and rock slope protection would be utilized wherever possible.	PM /LA /RE	Design/ Construction						
Detention basins and geo-swales in ornamentally landscaped areas would b planted with visually compatible ornamental ground cover.	PM /LA /RE	Design/ Construction						
PALEONTOLOGY	Env "B"							
a qualified paleontologist should be present at the pre-construction meeting and should be present on-site during the original cutting of previously undisturbed deposits of high sensitivity formations	RE /Cultural	Pre-construction Meeting						
When fossils are discovered, the paleontological monitor should recover them which may include temporarily directing, diverting, or halting grading activities	RE /Cultural	All Phases of Construction						
Fossil remains collected during the monitoring and salvage portion of the program should be cleaned, repaired, sorted, and cataloged	RE /Cultural	All Phases of Construction						

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A final summary report should be completed that outlines the results of the program. This report should include discussions of the monitoring methods used, stratigraphic section(s) explosed, fossils collected, and significance of recovered fossils	RE /Cultural	All Phases of Construction						
Impacts to paleontological resources will be minimized through construction monitoring, fossil recovery, laboratory analysis, report preparation and curation	RE /Cultural	All Phases of Construction						
PARKS & RECREATION	Env "A"							
Within 60 days of the completion of the abutment work at Kit Carson Park, the park will be returned to the same condition as was found prior to grading. All vegetation that would be removed during construction would be restored in kind. This would include a 3 year plant establishment period.	RE / PM	Widening of Beethoven Dr / Del Lago						
Every effort should be made to minimize the temporary construction impacts to the trail at Lake Hodges.	RE / Generalist	All Phases of Construction						
In the event that a full closure of the trail is required for work over the trail, coordination with JPA would occur to ensure that trail users are notified prior	RE / Generalist	All Phases of Construction						
To minimize interference with trail operations, major construction equipment accessing the lake bed would be permitted to cross the trail only in the early morning and late evening when there is less traffic on the trail.	RE / Generalist	All Phases of Construction						

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In the event that smaller equipment would need to be brought across the Lake Hodges Bike Trail during open hours, construction personnel and appropriate signage would be located at either end of the trail to inform users.	RE / Generalist	All Phases of Construction						
The Lake Hodges Bike trail will remain open on weekends, holidays, and for special events	RE / Generalist	All Phases of Construction						
Lighting will be installed under the Lake Hodges Bridge to help eliminate tunnel effects and to improve safety underneath the proposed structure.	RE / PM	All Phases of Construction						
BICYCLISTS & PEDESTRIANS								
To minimize interference with the Mira Mesa bike path operations, construction equipment would be permitted to only cross the trail, at designated areas, in the early morning and late evening when there is minimal traffic on the trail	RE / Generalist	All Phases of Construction						
structures will be upgraded to provide for enhanced bicycle and pedestrian features including lighting, wider sidewalks, full standard shoulder widths and standard class 1,2, or 3 bike lanes.	Project Manager /Landscape Architect	Design						
CONSTRUCTION								
Near sensitive receptors, night work would be confined to a maximum of five consecutive nights at any given location. Between consecutive periods of work, a minimum of two weeks will be given prio to initiating additional work.	RE/Env. C	All Phases of Construction						

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Sound walls and berms will be constructed prior to opening lanes to traffic	RE/Env. C	All Phases of Construction						
Maintenance yards, batch plants, haul roads, and other construction-oriented operations would be placed in locations that would be the least disruptive to the community. None will be allowed where construction mean peak noise levels would be increased more than 3 dBA. Noise monitoring would be required	RE/Env. C	All Phases of Construction						
Community meetings would be held to explain to the area residents about the construction work, time involved, and the control measures to be taken to reduce the impact of the construction work.	RE / PM	All Phases of Construction						
No pile driving would occur between the hours of 7:00 p.m. and 7:00 a.m., on weekends, or on any State or Federal holidays.	RE/Env. C	All Phases of Construction						
Portable noise screens would be used to provide shielding for generators or other similar portable construction equipment when work is close to noise-sensitive areas.	RE/Env. C	All Phases of Construction						
Public notification would be used to help educate individuals within the corridor about the project and delays that they may face	RE / PM	All Phases of Construction						

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During construction, impacts to traffic would be mitigated through the use of many different TMP strategies including public notification, providing motorist information, prompt incident management, construction techniques, and through demand management strategies.	RE / PM	All Phases of Construction						
Public notification would be used to help educate individuals within the corridor about the project and delays that they may face. Public notification strategies that could be used are brochures and mailers, media releases and paid advertising, public Information Centers, public meetings, telephone Hotline, and internet - Project Web Page	RE / PM	All Phases of Construction						
Notify motorists out on the road of alternate routes, detours, and of any potential delays thorugh the use of changeable message signs, portable changeable message signs, ground mounted signs, and highway advisory radio.	RE / PM	All Phases of Construction						
Construction Zone Enhancement Enforcement Program (COZEEP), freeway Service Patrol (FSP), traffic Management Team (TMT), and on-site traffic monitor (Contractor) would be employed to aid in incident management:	RE / PM	All Phases of Construction						

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To facilitate construction staging to ensure that the different construction contracts do not create additional traffic impacts coordination of all construction projects within the corridor with the managed lanes schedule, developing timing plan for critical operation completion, development of lane closure charts to limit lane closures during peak traffic periods	RE / PM	All Phases of Construction						
Include incentive clauses for early completion and include damage clause for late opening of lane closures in contract	RE / PM	All Phases of Construction						
adjacent ramp closures would not be permitted at the same time.	RE / PM	All Phases of Construction						
Staged replacement of all but two of the overcrossing bridges (half at a time); to allow for continued but reduced traffic flow, no concurrent bridge overcrossing construction would be permitted where staged bridge replacement would detour traffic on the adjacent bridge structure	RE / PM	All Phases of Construction						
have contingency plans to manage alternate material on-site, excess equipment, emergency detours and incidents, use of detours where necessary	RE / PM	All Phases of Construction						
Demand management strategies including use of park and ride lots, fund additional transit service, rideshare marketing, and use of ramp metering would be used to help reduce the number of individuals utilizing the lanes during the construction period	RE / PM	All Phases of Construction						

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To reduce air quality impacts during site preparation minimize land disturbances, use watering trucks to minimize dust, cover trucks when hauling dirt, stabilize the surface of dirt piles, if not removed immediately, use windbreaks to prevent any accidental dust pollution, Limit vehicular paths and stabilize temporary roads; and pave all construction roads and parking areas for a length no less than 15.2 meters (50 feet) where they exit construction sites to limit dirt on paved roadways	RE/Env. C	site preparation						
To reduce air quality impacts during Construction the following measures should be used: cover trucks when transferring materials, use dust suppressants on traveled paths which are not paved, minimize unnecessary vehicular and machinery activities, minimize dirt track-out by washing or cleaning trucks before leaving the construction site (alternative to this strategy is to pave a few hundred feet of the exit road, just before entering the public road)	RE/Env. C	Construction						
To reduce air quality impacts post construction the following measures should be used:Revegetate any disturbed land not used, remove unused material, remove dirt piles, Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities	RE/Env. C	Post-Construction						
PERMITS								
U.S. Army Corps	Stewardship							
N/A								
CA Department of Fish and Game	Stewardship							
N/A								
Coastal Commission	Stewardship							

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N/A								
U.S. Fish and Wildlife	Env "B"							
N/A								
FLOODPLAIN								
Limit the area affected by construction t minimum necessary through the use of barriers or fences to protect sensitive areas	RE / Hydraulics	All Phases of Construction						
Employing BMPs to control erosion and runoff	Re / NPDES	All Phases of Construction						
Designate and restrict access to Environmentally Sensitive Areas (ESA)	RE	All Phases of Construction						
HAZARDOUS WASTE	Env "C"							
If hazardous waste is discovered during construction, the resident engineer will take appropriate actions, which may include but not be limited to halting work in the area of concern, flagging the area and notifying the Department's District Hazardous Waste Coordinato	RE / Env "C"	All Phases of Construction						
The Department's District Hazardous Waste Coordinator will take appropriate actions which may include but not be limited to calling a hazardous materials (HAZMAT) team from San Diego County, contacting a certified laboratory to sample and identify the hazardous waste	RE / Env "C"	All Phases of Construction						
All established procedures for clean-up will be followed	RE / Env "C"	All Phases of Construction						

PROJECT PERSONNEL

Initial	Full Name	Title	Phone Number	Assigned to Project	Tranferred from Project	Remarks
				Date	Date	
	Larry Carr	Project Manager	688-3167			
	David Nagy	Environmental Coordinator	688-6830			
	Thomas Krenbeh	Construction Liason	688-6763			
	Kim Miller	District Biologist	688-6993			
	Karen Crafts	District Archaeologist	688-6013			
		Construction Senior				
		Resident Engineer				